Welcome

Interstate 10 (Papago Freeway)
Perryville Road
Traffic Interchange Study

Public Scoping Meeting

Tuesday
March 10, 2009

6 – 8 p.m.

ADOT

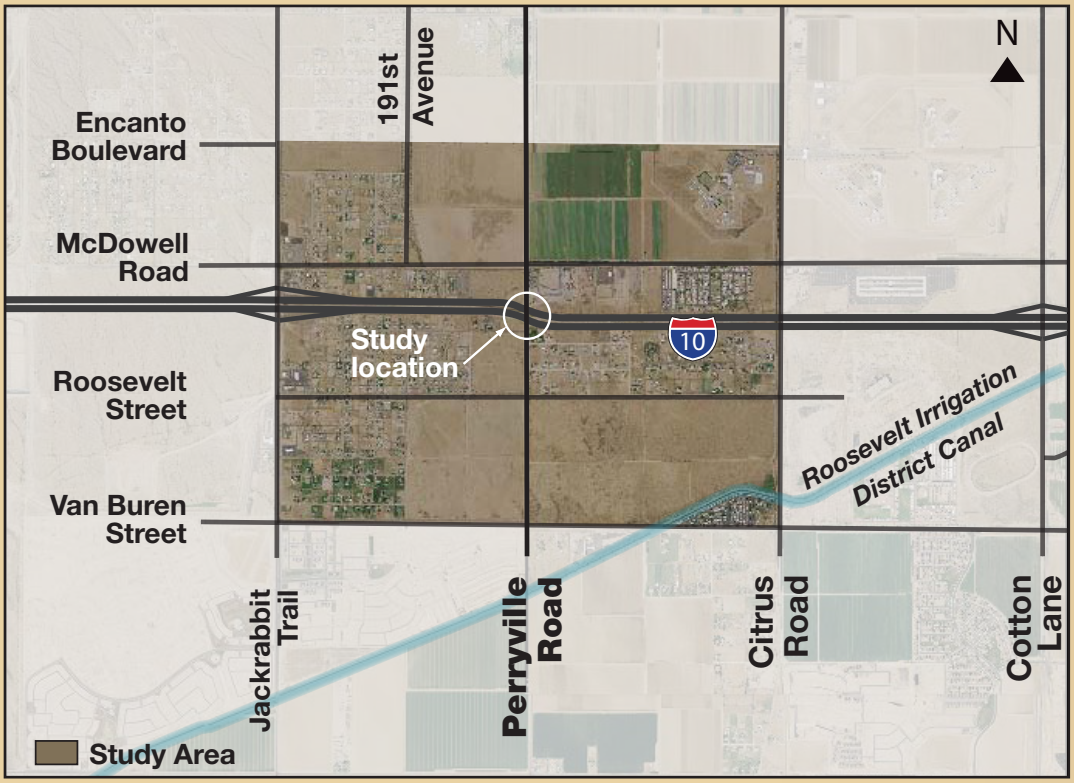
ON THE MOVE
PARTNERS IN PROGRESS

DEPARTMENT OF TRANSPORTATION
UNITED STATES OF AMERICA

ADOT Project No. 010 MA 122 H7709 01L Federal Aid No. NH-010-B(204) March 2009

Study Description

- **Includes evaluating alternatives for a proposed, new traffic interchange at Interstate 10 (Papago Freeway) and Perryville Road**
- **Another element of the *Regional Transportation Plan* associated with the passage of Proposition 400**



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Engineering Elements

- **Initial Development of Alternatives**
- **Existing Utilities**
- **Right-of-Way**
- **Traffic**
- **Drainage**
- **Implementation Plan**

Environmental Studies

- **Social Considerations**
  - Environmental Justice (Title VI of the Civil Rights Act)
- **Economic Considerations**
  - Employment
  - Business
  - Commercial
- **Land Use**
  - Farmland
- **Water Resources**
- **Noise**
- **Air Quality**
- **Cultural Resources**
- **Section 4(f)**
- **Biological Resources**
- **Hazardous Materials**

Ways to Provide Input

- **Talk with a study team member tonight**
- **Write comments on a flip chart**
- **Submit a comment form**
  - Put comment in box tonight
  - Send written comments by April 9, 2009 to:

    Mail: Brock Barnhart
    c/o HDR Engineering, Inc.
    101 N. 1st Avenue, Suite 1950
    Phoenix, AZ 85003

    Fax: 602.385.1620
    E-mail: ADOT@PolicyDevelopmentGroup.com
- **Call telephone information line**
  - **Phone:** 602.288.9905
- **Visit study Web site at www.ValleyFreeways.com**

Types of Interchanges

Compact Diamond

- Also known as “tight diamond”
- Common in urban settings
- Ramp intersections and crossroads are close together (from 400 to 800 feet)

Advantages

- Very common in Valley; familiar to drivers
- Adaptable to an elevated freeway
- Requires minimal right-of-way

Disadvantages

- Shorter left turn lanes on crossroads; dual left turn lanes or a wider bridge could be needed, which would increase cost

Spread Diamond

- Common in rural settings
- Ramp intersections and crossroads are far apart (over 800 feet)

Advantages

- More room for cars waiting to turn left from crossroad onto freeway

Disadvantages

- Requires a larger amount of right-of-way
- Increased long-term maintenance cost

Types of Interchanges

Single Point Urban

- Common in urban settings
- Compact layout
- Comparable right-of-way as Compact Diamond

Advantages

- Relatively common in Valley; familiar to drivers
- All left turns are at a point with a single signal

Disadvantages

- Pedestrians and cyclists may find crossing intersection challenging
- Longer and deeper bridges typically necessary; vertical clearance with existing conditions may result in more extensive improvements

Three Level Platform Diamond

- Traffic separated into three levels
- More bridge structures and right-of-way required

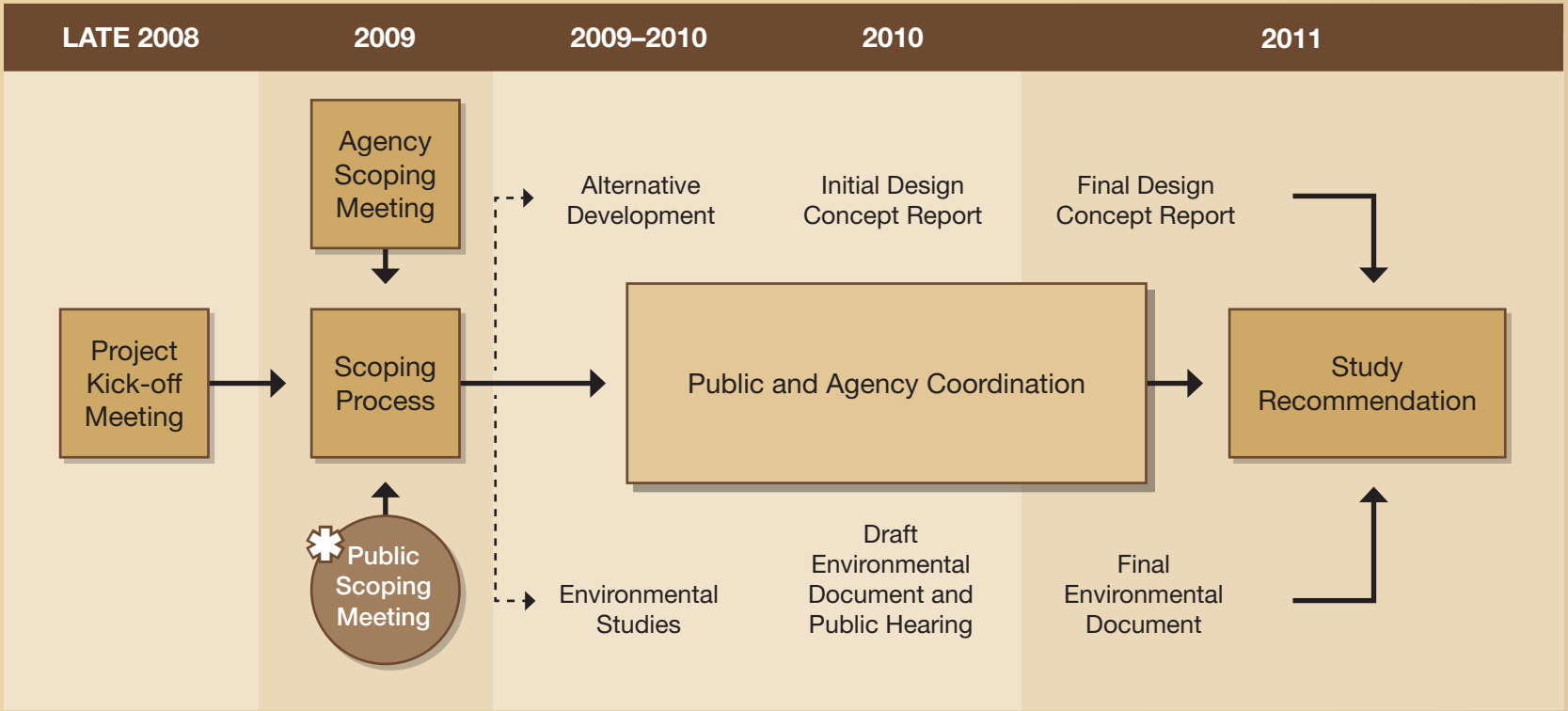
Advantages

- Separates two major traffic movements on their own dedicated levels
- Third level accommodates turning traffic

Disadvantages

- Not common in Valley; unfamiliar to drivers
- More expensive–more structures and right-of-way required
- Restricted vehicular access to and from crossroad

Schedule/Study Process



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